
Chapter 4: The Greenway System



Town Branch

Courtesy of Van Meter Pettit

4.1. PLAN DEVELOPMENT

The county-wide greenway system is developed through a synthesis of numerous inputs:

- The impetus to develop the system comes from the implementation strategy of the Greenspace Plan and the 2001 Comprehensive Plan Update. These plans, as well as other plans and manuals, were reviewed for related goals and recommendations.
- Benefits of greenways were explored.
- Meetings were conducted to examine the needs and visions of the general public and relevant stakeholders.
- An inventory and analysis revealed natural and cultural resources, as well as potential linkages that could create an interconnected greenspace system.

- Goals and objectives for the greenway system were formulated, based on the identified vision, needs and benefits.

It should be noted that completion of all sections of each greenway corridor might not, either in the short or long term, be feasible. Properties integral to completion of a project may never become available at affordable cost levels. Acquisition of specific properties may be consistently outweighed by other priorities, both within the greenways program and without. As opportunities are presented (and given available resources), every effort should be made to gain greenway properties for continuity of the corridor and the system as a whole.

The Plan text and map is intended to serve as a framework and guide for greenway planning. The proposed system is comprised of a generalized

description and location of the designated greenway corridors, and should not be interpreted as definitive.

The Lexington-Fayette County greenway system is proposed, in this Plan, to be comprised of two distinct but interrelated systems. The first is a system of Conservation Greenway Corridors, which run congruently with the County's streams. Greenways identified on the 1996 Comprehensive Plan Land Use Map were used as the basis for the Conservation Greenway Corridors. These greenways were described in the 1992 Greenway Plan as 100-year floodplains, flood-prone soils, steep slopes and sinkholes, with additional consideration given to connecting parks. A fifty-foot riparian buffer that surrounds all streams has been added for this Plan to complete the Conservation Greenway System. The associated riparian areas would function to protect stream corridors, floodplains, and steeply sloped areas, as well as the quality of water running through these areas and the limestone bedrock through which the water table drains. Also, this system would function to protect and augment sensitive habitat and migration corridors for wildlife and plant species alike.



Source Pedestrian and Bicycle Information Center

A related system of Greenway Trails would be developed to provide connections between neighborhoods of the Urban County and destination points that would include parks and other recreational facilities, schools, the Downtown area, the workplace, shopping, historic areas and destinations beyond the Urban County boundaries. This trail system would, where feasible, access the Conservation Greenway Corridor system, utilize utility and rail corridors, make use of roadways and sidewalks and access public open space. The trail network would provide a physical framework within

the Community for recreational and leisure activities, connections for alternative transportation, educational opportunities, and chances to view and appreciate the Community's natural and man-made landscapes at a pedestrian level.



Town Branch

4.2. GREENWAY CORRIDOR SYSTEM

A. Greenway Maps

The Greenway Master Plan Map identifies the generalized location and extent of the proposed Conservation Greenway System and Greenway Trail System. In addition, proposed trailheads and some destination points are identified.

B. Conservation Greenway Corridors

General

The beauty of the Lexington-Fayette County landscape is fed by an abundance of streams and is augmented by the presence of the Kentucky River and Palisades. However, urban development has compromised floodplains and water quality. The development of greenways along the river and streams can be a vital component in efforts to reclaim these bodies of water, helping to reconnect Lexington to its natural heritage.

Conservation Greenway Corridors can provide a tool in the efforts to mitigate existing problems. In fact, Conservation Corridors can be created by purchasing areas that suffer from chronic flooding, effectively reclaiming and restoring the floodplain to its intended function. Also, as the Urban County continues to grow, it will be critical to preserve stream corridors during development by protecting floodplains from further degradation -- not only to improve water quality, but also to protect lives and property from the distress and economic devastation caused by flooding.

According to Russell Cohen of the Riverways Program in a 1977 report on the functions of riparian areas for storm prevention, Massachusetts Department of Fisheries, Wildlife and Environmental Law Enforcement found that the "alterations to riparian areas that impair their ability to prevent storm damage are: (1) the placement of buildings and other damageable property within...locations that are susceptible to storm damage, and (2) the clearing of vegetation, particularly if it is replaced with impervious surfaces...will amplify the effect of storms..." Accordingly, this effect is cumulative as stormwaters move downstream, with the water's force, speed and volume steadily increasing. A floodplain covered in vegetation reduces that force and volume. Storm waters are able to spread out over a large area, and vegetation absorbs the water's force and blocks debris from moving downstream. Vegetative debris left within the stream corridor can provide ideal habitat for a variety of wildlife species, and allows for further re-growth of vegetation across the floodplain -- reducing erosion of the stream bed and banks, and preventing excessive sediment from moving downstream. The slowed waters may then infiltrate the ground, removing pollutants, excess nutrients and sediment, thus invigorating the protective cycle.

While it is envisioned that much of the greenway development within the Urban Service Area and Expansion Areas will be coordinated and funded through efforts of the Lexington-Fayette Urban County Government (LFUCG), development of the Conservation System within the Rural Service Area will likely be the result of the efforts of private property owners or agencies. For example, the goals for the Conservation Greenway Corridor System in the Rural Service Area complements the water quality enhancement efforts promoted by the Natural Resources Conservation Service (NRCS). The corridors can be incorporated into a farm's water quality management plan that is filed with NRCS. The NRCS can provide technical assistance, as well as funding through several programs, including the Wetland Reserve Program, the Wildlife Habitat Incentives Program or the Environmental Quality Incentives Program, among others.

Conservation Greenway Corridor Descriptions

With the regulations delineated in the Division of Engineering's Stormwater Manual, LFUCG has essentially prohibited development within the 100-year floodplain of any stream. This and other

restrictions will prevent additional repetitive flood losses associated with new development and will help to reduce flood loss from existing development. In order to address flooding concerns, channelization, fragmentation of habitat, and water quality impairment, the proactive management of main stream and river corridors is proposed. A major component of this effort is the preservation or re-establishment of open space and riparian buffers along each identified stream or river.

In addition to filtering pollutants from runoff and providing flood water storage, riparian buffers provide connectivity between patches of remaining, fragmented habitat. Riparian corridors also provide an opportunity to establish open space that would complement protection of drinking water supplies, sensitive karst areas, scenic viewsheds, and historic properties.



Montavesta Neighborhood

Streams are selected for inclusion in the Plan with an emphasis on the following factors.

- Documented repetitive structural flooding;
- Existence of water pollution that results in conditions that impair aquatic life or make human recreational contact unsafe;
- The presence of open space (parks and greenways);
- Urban encroachment into floodplain areas.

Stream corridors that exhibit any of these characteristics and/or form the main drainageways of a watershed are identified and focused on within this Plan as the Conservation Greenway Corridors.

Individual Conservation Greenway Corridors are identified and described in the following pages. Within many segments of these Corridors, Primary and Secondary Trails are proposed, particularly within the Urban Service Area. In areas with

sensitive habitat or restricted access, no trail facility development, or limited, low impact uses, are envisioned. In most areas, it is envisioned that the Conservation Greenways will encompass the 100-year post development floodplain and will adhere to the minimum standards as required by the LFUCG Stormwater Manual. In addition, the Stormwater Manual prescribes credits toward offsetting water quality impacts from development for floodplains, which are set aside as riparian areas.

The Conservation Greenway Corridors selected for and focused on in this Plan are comprised of the main stream and tributaries of the primary

watersheds of Lexington-Fayette County. In accordance with the intent of the LFUCG Stormwater Manual regulations, greenway conservation corridors will extend along all blueline streams within the Rural and Urban Service Areas. However, it is the recommendation of this Plan that greenway development efforts focus on the main streams in order to provide continuity, not only in the efficacy of each corridor, but in the development process. It should be noted, however, that the importance of preserving and enhancing the riparian habitat along all streams should be acknowledged in the decision-making and implementation process.

Conservation Greenway Descriptions and Maps

The Conservation Greenway Maps show the watershed, greenway and main channel, stormwater capital improvement projects (CIP), stream gauges, monitoring sites and points of interest. The maps are not to scale.

Boone Creek Conservation Greenway Corridor

Cane Run Conservation Greenway Corridor

East Hickman Creek Conservation Greenway Corridor

Kentucky River Conservation Greenway Corridor

North Elkhorn Creek Conservation Greenway

South Elkhorn Creek Conservation Greenway Corridor

Town Branch Conservation Greenway Corridor

West Hickman Creek Conservation Greenway Corridor

Wolf Run Conservation Greenway Corridor

BOONE CREEK CONSERVATION GREENWAY CORRIDOR

Corridor Description:

The Boone Creek Conservation Greenway Corridor is located in rural southeastern Lexington-Fayette County, and is comprised of Boone Creek and its tributaries, including Baughman Fork. The area along Boone Creek is essentially undeveloped and contains many valuable natural and historic resources.

Two endangered, threatened, or special concern species have been identified in the Boone Creek Corridor: Running Buffalo Clover, along both banks of Boone Creek and behind the Iroquois Hunt Club; and Walter's Violet, found along the ledges and points above the creek.

The Boone Creek Corridor encompasses a portion of nationally registered historic districts and the Athens Rural Settlement. Baughman Fork essentially reflects Boone Creek in that much of it lies within an undeveloped area. At the head of the stream, however, is the Blue Sky Rural Activity Center, where the light industrial and commercial land uses are sources of water impairment from both stormwater discharges and a wastewater treatment plant.

Corridor Objectives:

The primary objective of the Boone Creek Conservation Greenway Corridor is preservation of natural resources, including habitat for rare birds and animals. Management of the Corridor also presents opportunities to manage water quality, particularly along Baughman Fork, and to protect unique historic areas and viewsheds.

CANE RUN CONSERVATION GREENWAY CORRIDOR

Corridor Description:

This Conservation Greenway extends along Cane Run Creek and its tributaries in the northern section of Lexington-Fayette County. The Greenway includes both urban and rural areas as well as Expansion Area No. 3, along a line of sinkholes and other karst features. The Cane Run Conservation Greenway lies within the Royal Spring Aquifer Recharge Area, which is the primary source of drinking water for the neighboring city of Georgetown. Along this Corridor are the Kentucky Horse Park, Spindletop Research Park, Coldstream Park and Coldstream Research Park.

The LFUCG should continue to focus its efforts on preserving the undeveloped floodplain between Newtown Pike and I-75/I-64. Incorporation of greenways into the development of Coldstream Research Park is a recent example of successful floodplain management. Upstream of Newtown Pike, most opportunities exist on undeveloped parcels of the Lexmark property. The LFUCG should work with Lexmark to develop a multi-functional greenway from Newtown Pike to New Circle Road. An appropriately planned greenway would complement expansion plans Lexmark may have for this property. In addition, a multi-functional greenway would provide a connection to Coldstream Park that could be easily accessed by Lexmark employees.

The floodplain from I-75/I-64 to the Kentucky Horse Park should also be preserved and established as a greenway. This would not only protect the floodplain from urban encroachment, but would establish a wildlife habitat and pedestrian corridor between Coldstream Park and the Horse Park.

Corridor Objectives:

The objectives of the Cane Run Conservation Greenway include drinking water protection, water quality improvement, floodplain preservation, open space preservation and habitat restoration.

EAST HICKMAN CREEK CONSERVATION GREENWAY CORRIDOR

Corridor Description:

The East Hickman Creek Conservation Greenway Corridor is located in the eastern portions of the Urban Service Area, rural parts of the County and Expansion Areas 1 and 2. The Corridor includes East Hickman Creek and its tributaries. Water quality impairment and encroachment upon the floodplain is evident. Land uses associated with this corridor include agricultural, commercial and residential uses. Jacobson Reservoir and Jacobson Park are in this watershed.

In addition to species identified throughout the Urban County, two endangered, threatened, or special concern species have been identified in the East Hickman Greenway: Running Buffalo Clover, located along roads and grazed areas; and the Least Weasel, believed to inhabit this area (although the specifics of its location and habitat are unknown).

The Corridor sections extending through Expansion Areas No. 1 and No. 2 should receive high priority by the LFUCG in order to preserve the floodplain for water quality and stormwater control purposes before development occurs. In addition, consideration should be given to creating/preserving a riparian buffer around Jacobson Reservoir, as this water resource, along with much of its perimeter, is undeveloped.

Corridor Objectives:

Objectives for this Corridor include improvement of water quality (particularly in Jacobson Reservoir), preservation of floodplains and open space, and buffering between incompatible land uses. The East Hickman Creek Conservation Greenway Corridor also provides an opportunity to proactively manage water resources within the undeveloped portions of Expansion Areas No. 1 and No. 2.

KENTUCKY RIVER CONSERVATION GREENWAY CORRIDOR

Corridor Description:

The Kentucky River Conservation Greenway Corridor includes the portion of the Kentucky River that runs along the southeastern edge of the County,

as well as its tributaries, including Raven Run and Elk Lick Creek. Along with the unique habitat, landscape and scenic views of the Kentucky Palisades, the area contains steep slopes, cultural and natural resources. Historic sites within and adjacent to the proposed Corridor include the Clays Ferry Rural Settlement and the Valley View Rural Settlement.

The Corridor contains several areas known for unique species habitat. In addition to species identified throughout the Urban County, eight endangered, threatened, or special concern species have been identified in the Kentucky River Corridor: Svenson's Wildrye, north of the ferry crossing along Bates Creek Road; the Northern Leopard Frog, along Bates Creek Pike and adjacent to the Kentucky River area and its tributaries; and the Water Stitchwort on the River's western cliffs, north of Valley View.

Raven Run Nature Sanctuary and Floracliff State Nature Preserve are located along this Corridor. Raven Run is home to several unique species, including the Hairy False Gromwell, Nodding Rattlesnake Root and the Softleaf Arrowwood. Floracliff is also home to numerous unique species, including White Walnut.

The Raven Run and Elk Lick Creek tributaries should receive high priority by the LFUCG in order to preserve the unique habitat identified in the area, and to improve and protect the quality of water flowing into the Kentucky River, (as this is the main water supply source for Lexington-Fayette County). Consideration should also be given to protection of the river's shores and surrounding slopes prior to any development.

Corridor Objectives:

The primary objective of this Conservation Greenway Corridor is the protection and preservation of unique and significant habitat, water quality, cultural resources, viewsheds and open space. The Corridor also provides significant educational opportunities that complement existing activities at Raven Run Nature Sanctuary.

NORTH ELKHORN CREEK CONSERVATION GREENWAY

Corridor Description:

The North Elkhorn Creek Conservation Greenway, in the northeast portion of Lexington-Fayette County, encompassing the North Elkhorn Creek and its tributaries, including Avon Branch, Goose Creek and Bryan Station Creek. Much of the Corridor is located in prime agricultural areas. The upper reaches of North Elkhorn Creek and Bryan Station Creek extend into the Urban Service Area, with the North Elkhorn located within Expansion Area No. 2. Other developed areas along the Corridor include Avon (Bluegrass Station) Rural Activity Center, and the rural settlements of Jimtown and Loradale. As a result of development activities, extensive fragmentation of the riparian corridor has occurred.

Three endangered, threatened, or special concern species have been identified in the North Elkhorn Corridor: Yellow-Crowned Night-Heron on both the Preston Johnson and C.V. Whitney Farms; Grape Honeysuckle found along rocky woods and banks; and Canada Anemone in the Elkhorn Watershed (in damp prairies and along creeks).

Within the Urban Service Area, the LFUCG should continue its focus on preserving the floodplains from urban encroachment within Expansion Area No. 2 and the Hamburg property. Multi-functional greenways should be planned that include pedestrian opportunities, enhance wildlife habitat, and provide the necessary stormwater storage and conveyance. The Conservation Greenway Corridor would also provide connections between parks, neighborhoods, and commercial facilities within these developments. Currently developed greenways located within this Corridor and owned by LFUCG include seven parcels (8 acres) at Bluegrass Wilkes near Executive Drive, and three parcels totaling 6 acres on Ft. Sumpter Drive.

Corridor Objectives:

Objectives for this Conservation Greenway Corridor include water quality improvement, habitat restoration, open space restoration, floodplain preservation, and buffering of incompatible land uses. As with the East Hickman Corridor, the North Elkhorn Creek Conservation Greenway represents an opportunity to proactively manage the water resources of Expansion Area No. 2.

SOUTH ELKHORN CREEK CONSERVATION GREENWAY CORRIDOR

Corridor Description:

Located in southwestern Lexington-Fayette County, the South Elkhorn Creek Conservation Greenway Corridor is comprised of South Elkhorn Creek and its tributaries, including Clemons Run, Shannon Run and Cave Creek. Within the Corridor is both rural and urban landscapes, and includes the Bluegrass Airport, the Fort Springs Rural Settlement, and historical zoning at Helm Place.

Four endangered, threatened, or special concern species have been identified in the South Elkhorn Corridor: Running Buffalo Clover, along Parkers Mill Road near South Elkhorn Creek; the Sedge Wren, along Paynes Mill Road (in wet or boggy grasslands); The Yellow-Crowned Nigh Heron at the Bar-Y camp (in marshes, swamps, lakes, and lagoons); and Canada Anemone in the Elkhorn Watershed (in damp prairies and along creeks).

Within the Urban Service Area, the Conservation Corridor extends along South Elkhorn and its tributaries to Shillito Park, Waveland State Historic Site and the proposed Wellington Park at Wellington Road and Clays Mill Road. Focus along this Corridor should be directed to preserving the undeveloped floodplain that extends along South Elkhorn Creek from Harrodsburg Road to just upstream of Clays Mill Road. Much of this property is commonly referred to as the Osborne Sewer Property. Opportunities also exist to secure and protect undeveloped floodplains along Clemons Run, upstream of Boston Road to Waveland. Consideration of this floodplain should receive high priority by the LFUCG because the watershed is currently being developed. Existing or developing greenways owned by LFUCG within this Corridor include the Wellington Subdivision off Reynolds Road, the Beaumont Preserve connecting to Cardinal Run Park, and the proposed South Elkhorn Trail.

Opportunities along the other tributaries are limited due to urban encroachment. Limited opportunities may exist along undeveloped reaches of the unnamed tributary leading to Dogwood Park just upstream of Harrodsburg Road, the stream on the Wellington Park property, and a few large parcels of property just upstream of Man o' War Boulevard. Stormwater capital improvement projects are planned along this Corridor, and consideration

should be given to implementing greenways as part of the solution.

Corridor Objectives:

Objectives of this Conservation Greenway include preservation and restoration of floodplains (particularly in the upstream reaches), water quality improvements, habitat restoration, viewshed protection and riparian buffers between incompatible land uses.

**TOWN BRANCH CONSERVATION
GREENWAY CORRIDOR**

Corridor Description:

Located in the west section of Lexington-Fayette County, this Conservation Greenway Corridor extends along Town Branch and its tributaries through both rural and urban areas. The Corridor includes McConnell Springs at its upstream reach, then along an industrial area to Masterson Station Park. Although the rural section of the Corridor generally includes agricultural land uses, residential land use is becoming more common. Town Branch is within the Redd Road and West Fayette Rural Historic Districts.

The Corridor includes significant habitat, such as Masterson Station Park, which has been identified as a priority breeding block for the Nesting Bobolink. Six endangered, threatened, or special concern species have been identified within the Town Branch Corridor: Masterson Station Park provides habitat for the Savannah Sparrow, Henslow Sparrow, Sedge Wren and Nesting Bobolink (six pairs of Savannah Sparrow have been confirmed); the Northern Leopard Frog; and the Northern Hairstreak insect found in habitats where oaks and nectar are available.

The Town Branch Greenway Corridor provides an ideal illustration of the improvements and benefits that can be achieved through multi-objective planning and design of greenway systems. LFUCG's greenway efforts should focus on preserving the floodplain in the rapidly developing sections between New Circle Road and Masterson Station Park. LFUCG should also build on its successes within the Masterson Station Subdivision to expand existing greenways along these tributaries. Upstream of New Circle Road, habitat restoration opportunities exist within undeveloped land along Town Branch, including and adjacent to the Old Frankfort Pike Landfill; Town Branch Waste Water Treatment Plant; Fayette Detention Center and Fleet Services.

Corridor Objectives:

Objectives for this Conservation Greenway include preservation and restoration of significant wildlife habitat, floodplain preservation, water quality improvements, and open space protection. The Conservation Greenway complements the facilities at McConnell Springs and its educational opportunities.

WEST HICKMAN CREEK CONSERVATION GREENWAY CORRIDOR

Corridor Description:

The West Hickman Creek Conservation Greenway Corridor begins at Lexington Reservoirs 2 and 3, and extends along West Hickman Creek and its tributaries in the southeastern portion of the Urban Service Area to Veterans Park. West Hickman suffers from water quality impairment, and encroachment upon the floodplain is highly problematic. Due to this encroachment, areas along the Corridor have suffered from repetitive flood losses.

Two endangered, threatened, or special concern species have been identified in the West Hickman Corridor: Lesquereux's Bladderpod is a vascular plant that has been confirmed near Troy Road (close to Belleau Woods Park); the Indiana Bat has also been located in the area near Henry Clay High School and reservoirs.

Planning and implementation of the Greenway should focus on preservation of the floodplain along West Hickman downstream of Wilson Downing Road, with primary efforts being directed toward the undeveloped section between Man o' War Boulevard and Veterans Park. In addition, LFUCG should pursue ownership and maintenance responsibility for the greenway corridors that have been developed along the unnamed tributaries extending into the Waterford and Pinnacle Subdivisions. These tributaries connect to the main stream corridor and Veterans Park.

Upstream of Wilson Downing Road, few opportunities exist due to urban development. Repetitive flood loss has been identified in some areas, and seven stormwater capital improvement projects have been identified along the Corridor. These projects may provide opportunities to incorporate greenways, and should be considered during planning. This may involve purchasing flood-prone properties, which is a floodplain mitigation strategy that has been successfully employed in other areas of the Urban County. Several properties at Olympia Drive, Armstrong Mill and Greentree Roads have already been purchased as greenway, totaling over one acre. Though the perimeter is mostly developed, creation of a riparian buffer around the reservoirs at the head of West Hickman Creek should be explored. Lakeview Park, Belleau

Woods Park, Veterans Elementary School and Veterans Park are public properties adjacent to the Greenway. Also, the potential redevelopment of the Lexington Mall shopping center would open up the possibility for incorporation of a greenway buffer to help filter surface runoff from the parking lot.

Corridor Objectives:

Objectives for this corridor include floodplain and riparian preservation, floodplain restoration, flood damage reduction, water quality improvement and drinking water protection, preservation of open space, habitat mitigation, and buffering of incompatible land uses.

WOLF RUN CONSERVATION GREENWAY CORRIDOR

Corridor Description:

This Conservation Greenway includes Wolf Run and its tributaries, including Vaughn's Branch. It is located in the west-central portion of the County, and is almost all urban. The 100-year floodplain throughout Wolf Run and Vaughn's Branch has been severely encroached upon by development. LFUCG recently purchased and demolished numerous homes along Wolf Run, effectively reclaiming a portion of the floodplain. This buy-out program occurred along Roanoke Road and Furlong Drive (Skycrest Area), and represents a successful example of greenway and floodplain reclamation as a cost-effective solution to stormwater problems. The LFUCG also purchased four properties on Lane Allen Road to prevent development of an area known to have a flooding problem. With these properties (totaling 17+ acres), plus park and school properties along the stream, there has been good progress towards acquisition along the Corridor. In the long term, continuous connections within the floodplain should be acquired to provide continuity in stormwater management and habitat. To extend the Corridor to Lane Allen Road, it is recommended that the LFUCG purchase the undeveloped floodplain upstream of the Furlong property. It is further recommended that the LFUCG place a priority on developing this Corridor as a pilot project to demonstrate the success of proper floodplain management and a multi-functional greenway system.

Buy-outs of homes having a history of flooding are also occurring in the Kilrush and Deauville areas. As buy-outs proceed, the greenways along these sections can be further enhanced. The LFUCG should also prioritize the preservation of floodplains between Old Frankfort Pike and Alexandria Drive where development is rapidly occurring. The opportunity still exists to preserve the undeveloped floodplain upstream of Versailles Road. Park properties adjacent to the Greenway include Valley Park, Wolf Run, Cross Keys, Pine Meadows, Preston Springs and Picadome Golf Course. James Lane Allen Elementary School is also located on Wolf Run.

Corridor Objectives:

Objectives for this Conservation Greenway Corridor include floodplain reclamation and flood reduction. In areas of ongoing urban development, preservation

of floodplains and habitat is the issue. The Conservation Greenway also seeks to improve water quality and provide open space.



Beaumont Trail

C. Greenway Trail Corridors

General

Many opportunities exist for the creation and development of Greenway Trail Corridors throughout the Urban County. This is evidenced in the description of the predominant corridor types:

- off-road corridors: river and stream corridors, abandoned roads, utility easements, and abandoned railroad corridors
- on-road corridors: sidewalks and other bike facilities, such as bike lanes, wide curb lanes and bike routes

A second classification for the proposed system is the delineation of each Trail Corridor as Primary, Secondary Tertiary, Rural Road Bike Route or Water-Based Trail (see page 4-26).

A third classification is based on usage, and is described in Facility Development. The purpose and intended usage of a greenway dictate what type of facility is designed and how it will be managed. Design considerations are discussed for corridors with no facility development, limited development,

shared use trails, sidewalks, bikeways, Rural Road Bike Routes, Water Trails and Equestrian Trails (see page 4-81).

Greenway Trail Corridor Types

Off-Road Corridors

The advantage of off-road corridors is that they allow people to travel along trails that are removed from the noise, congestion and pollution associated with on-road facilities. Pedestrian and bicyclists are in less conflict with vehicles, which makes them safer. Riparian corridors, abandoned roads, utility corridors and abandoned/active rail corridors provide open spaces that can be a respite from the urban environment, and should be used whenever possible.

- Rivers and Streams

In addition to the value and potential of Lexington-Fayette County's waterways in the creation of an environmentally sound and economically sensible Greenway Conservation Corridors System, the abundance of streams and waterways provide numerous opportunities to utilize these linear corridors to provide trails and connections. The

design process for each trail or trail segment will include the detailed research necessary to determine the viability for trail use, and evaluate potential impact, both environmentally and economically.

The trails within Conservation Greenway Corridors should be designed with the sensitivity of the environment as a primary consideration. The Conservation Greenways will provide opportunities to experience and observe the functions and beauty of the natural environment.

As an added benefit, a stream or river provides trail opportunities in the water as well as adjacent to it. Water-Based Trails are designated for the Kentucky River, which is navigable year-round, as well as parts of Boone Creek and the North Elkhorn, which are navigable by canoe, kayak or boat during times of high water.

- Abandoned Roads

As road improvements permanently reroute traffic off of older roads, these abandoned lanes can be converted to trail use. The Squires Road Trail is such an abandoned road. Portions of Higbee Mill Road are currently planned for future conversion. Farm roads, abandoned because of urban growth, also have the potential for trail locations, such as the trails in the Beaumont development.

- Utility Rights-of-Way

Utility easements in Lexington-Fayette County usually exist along lines for electric, sanitary, storm sewer and water services. Across the nation, many communities have made dual use of utility rights-of-way and easements in the incorporation of trail corridors. In corridors owned by a utility company, an agreement with that utility company would be required. Other utility corridors are easements, and they will require the individual property owners be contacted for permission to develop



Utility Right-of-Way

Proposed South Elkhorn Trail

a greenway. Greenways are more difficult to establish in utility easements - particularly where these easements extend through residential areas - due to property owners' concerns. This method of greenway development in residential areas is often far easier to implement in later years of greenway development when other types of greenways have already been established in the community and have become widely popular with residents.

Corridors of this type require careful coordination with utility companies and adjacent landowners, and liability and risk management should be thoroughly resolved before this type of corridor is accepted for trail development.

- Abandoned/Active Railroad Corridors

Rail Trails are public shared use facilities created from abandoned or active railroad rights-of-way. Rail corridors are well suited to trail development because the grades are normally flat to slightly sloping; and the bridges, trestles and other support structures that lie within the corridor were developed to support heavy and frequent rail car use. It should be noted that existing railroad corridors also make ideal trail settings because impact to native vegetation and soil has already occurred, and surface drainage has also been successfully resolved.

Some of the problems typically encountered with rail corridors include the following: title issues related to the possible use of the corridor; opposition from land owners regarding conversion to trail use; presence of toxic chemicals in the ballast, soil and surrounding vegetation; and missing bridges, ballast and other facilities (removed as part of the rail operator's salvage of the abandoned corridor). Each project must be evaluated on an individual basis to determine its feasibility for inclusion as part of a viable rail-trail conversion effort.

It will be important to monitor railroad activity in Lexington-Fayette County in the future. Active freight lines need to be identified and monitored so that action may be taken quickly should they become abandoned. The status of local lines could change in the future, depending on freight demand. A short-line railroad could become abandoned with only a brief public notice to indicate the owner's intent. Therefore, all railroad lines in Lexington-Fayette County should be periodically monitored to determine their current status.

Once a railroad company has formally registered its intent to abandon a specific line, the line can be preserved as a corridor for trail use through "railbanking". The railbanking program was created through the 1983 National Trails System Act to allow for interim conversion of rail lines for trail use. In 2000, the Kentucky State Legislature passed House Bill 221 to create a state railbanking law to preserve abandoned railways and provide for their use as greenway trail corridors. The window of opportunity for filing railbanking requests for about-to-be-abandoned rail lines is relatively narrow. If a line is railbanked, the corridor is treated as if it had not been abandoned; as a result, the integrity of the corridor is maintained and any reversions to adjacent landowners are prevented. However, the line is subject to possible future restoration of rail service.

Several abandoned line sections are potential rail-to-trail candidates:

- The Chesapeake and Ohio line, from Lexington to Winchester (6.5 miles within Fayette County).
- The Louisville and Nashville line from Lexington to Paris (3.5 miles within Fayette County)
- The Chesapeake and Ohio line, from Loudon Avenue to I-75 (2.7 miles)
- Several remnants around Midland Avenue, 4th and 7th Street.

Additional active rail lines, which may be abandoned in future years, have the potential to be utilized as Rail-Trails. Recently abandoned rails in developed areas are often the last remaining traffic-free linear corridors and present exciting opportunities for shared use greenway trails.

Development of rails-with-trails usually involves a public shared use trail running parallel to an active railroad track and installed in such a way that is safe to all users. This practice presents a viable option when it is difficult to find alternative land on which trails can be built. This approach is becoming an increasingly important tool in trail building efforts across the nation. Safety is a major concern for both the trail user and the railroad company. Despite these fears, rails-with-trails appear to be just as safe as other trails. A study completed by the Rails-to-Trails Conservancy, entitled [Rails-with-Trails: Sharing Corridors for Recreation and Transportation](#), found that appropriately designed rails-with-trails are highly successful and extremely safe. Other surveys indicate that there are fewer

accidents attributed to rails-with-trails than to other trails. In fact, using a rail-with-trail may well be significantly safer than walking or cycling next to a busy main road, and may serve as well to prevent people from walking on active rail tracks. Lexington-Fayette County is host to 59 miles of active lines.

On-Road Corridors

Many of the successful greenway systems across the country combine off-road trails with an on-road system of bicycle facilities and sidewalks. This type of network is able to satisfy the needs of those who bicycle and walk as a means of transportation, since major destinations are generally located along the street and road system. The advantage of on-road corridors is that designated greenways can become extensions of the existing street system, offering users the choice of walking or biking to a destination. In many cases, the street and road network is the only linear corridor available for bicycle and pedestrian use.



Pedestrian crossing at Tates Creek Road

Local streets typically do not need special improvements to safely accommodate bicycle traffic. However, given that they serve young bicyclists and casual family riders, there are some important issues to consider. For example, several key types of residential street bike/car crashes involve bicyclists and motorists who are unable to see each other in time to avoid a collision. In some intersections, for example, vegetation and fences block their views. Therefore, residential local streets may benefit from basic sight distance improvements and, where warranted, traffic calming measures.

Collector streets are preferred by commuters to local streets because they offer a more continuous and direct route. Like local streets, collectors typically do not need special improvements to accommodate bicycle traffic. In some cases wide curb lanes, bicycle lanes, paved shoulders or limited parking may be appropriate design treatments to accommodate cyclists on collectors, depending on traffic volumes, speeds and the number of motor vehicle turning movements.

Minor arterials are popular commuter bike routes because they carry less traffic than principal arterials and offer greater connectivity than collectors. Minor arterials normally act as boundaries to residential areas, and therefore become critical bicycling links between neighborhoods and community shopping areas, employment centers, recreation areas, and other neighborhoods. Preferred design treatments include wide curb lanes or paved shoulders for advanced cyclists, and designated bike lanes or shoulders for less-skilled cyclists.

Bicycling activity on principal arterials is influenced by factors such as travel distance, personal experience operating in traffic, availability of alternate routes and the presence of extra roadway width. Wide curb lanes or paved shoulders may be all that is necessary to encourage experienced cyclists to use major arterials. For those cyclists less experienced at riding in traffic, designated bicycle lanes or an alternative on-street route may be the facility of choice. Shared use paths for use by beginner cyclists and child cyclists may be considered along major arterials when adequate right-of-way is present and intersections with driveways and cross streets are infrequent.

For Lexington-Fayette County, use of the rural roadways is both an attractive and sensible approach to providing access to historical and scenic landscapes. This Plan proposes the formal establishment of a "rural bike touring" system. This system is already in place informally, and is utilized by thousands of cyclists annually. The advantages to using rural roadways over the establishment of independent public rights-of-way along rural streams can include availability of publicly owned land, ease of access and use, and public familiarity with the rural road network. Factors that must be taken into consideration in planning rural road bike routes and trails in the Urban County include the safety issues

associated with narrow roadways and high volume intersections.

According to current regulations, all new development shall have sidewalks in the public right-of-way. Many older streets and roads do not have sidewalks, or they are in disrepair. Sidewalks are an important element in the urban landscape, and retrofitting older neighborhoods with safe and efficient pedestrian access is encouraged. Discontinuous sidewalks and missing sidewalks need to be connected, constructed or improved.

Retrofitting public streets and roadways for bicycle and pedestrian use must be coordinated with the appropriate LFUCG divisions and the Kentucky Transportation Cabinet. It will also be important to monitor future road improvement planning to ensure that projects consider pedestrian and bicycle facilities and use.

Greenway Trail Corridor System

Greenway Trail Corridors comprise a system of linkages that form a network of passages to many destinations and landscapes throughout the County. Both on-road and off-road facilities are utilized in the development of the trail system. Trails located in Conservation Greenways will be developed to ensure that the primary functions of water quality, floodplain management or habitat preservation are not compromised. The comprehensive system of greenways with trail facilities is classified as: Primary, Secondary and Tertiary Trails; Rural Road Bike Routes and Water-Based Trails.



Squires Road Trail

Primary Trails

Primary Trails are defined as those trails that form the main framework of the county-wide trail system. As Lexington-Fayette County's streets form a radial circulation pattern, so too does the organization of the Primary Trails. Extending out in all directions from downtown, Primary Trails run to neighborhoods, the rural countryside and beyond to bordering counties. Also included are Primary Trails that provide connections between those radiating trails in a manner reflecting the circular arterials, such as New Circle Road, Man o' War Boulevard and Citation Boulevard. Primary Trails might be located in Conservation Greenways, or in on-road or off-road locations.

Several projects by the Division of Engineering are already in design and construction, including sections of the Big Sandy (P-6), Citation (P-16), Cane Run (P-1), Masterson Station (P-11), Lakeside (P-13a) and South Elkhorn (P-14) Trail Corridors. These sections should be extended through additional and continuous acquisitions to complete the proposed trail corridor. Additionally, private organizations such as Town Branch, Inc., have coordinated efforts in trail development, and these efforts will likely become more prevalent as successful implementation is recognized throughout the community.

Secondary Trails

As Primary Trails create the framework for the greenway trail system, the Secondary Trails create the linkages between Primary Trails to form an interconnected network system. Secondary Trails also provide access from neighborhoods to regional and local destination points not directly on a Primary Trail. Secondary Trails might be found in Conservation Greenways, or utilize on-road or off-road facilities.

Tertiary Trails

The Primary and Secondary Greenway Trail System should be supported by a system of Tertiary Trails that would provide additional access to areas not reached by the designated Primary or Secondary Trails. Comprised of on-road and off-road facilities, the physical components of Tertiary Trails would be similar to the Secondary Trails, but generally reduced in scope. This system would complete the circulation links within the urban and suburban areas of the Greenway Trail Corridors System, by



Hartland Park

connecting neighborhoods to parks, schools, churches, shopping and other public facilities.

Trailheads

An additional element in the system of Greenway Trail Corridors is the Trailhead. A Trailhead is a designated location at which a trail may be accessed. The Trailhead may include amenities, such as parking; staging areas; bathroom facilities; trail and event information; signage and sources for food, drink and communications.

Rural Road Bike Routes

As development has increased within the Urban Service Area, bicyclists have made increasing use of rural roads. Local residents and tourists alike enjoy the scenic views of the rolling countryside that is characteristic of the Bluegrass landscape. As part of the proposed comprehensive system of Greenway Trails, existing urban and suburban bike routes are expanded into a network of Rural Road Bike Routes, which will provide opportunities for recreation, alternative transportation, and tourism.

The Rural Road Bike Routes are proposed to connect trail corridors within the Urban Service Area to destinations in the Rural Service Area and surrounding counties. Points of interest or destinations include the historic rural settlements, Kentucky Horse Park and Briar Hill Park. Rural Road Bike Routes include roads currently and frequently used by bicyclists to create a more comprehensive, identifiable and safer system of connections and routes. Another important criterion used for the development of the system included the county-wide Bicycle Level of Service. Signing of preferred bike routes will identify shared roadways.

Designation of a signed Rural Road Bike Route provides the following:

- continuity to and from other bicycle facilities such as shared use trails, extending bike routes from local neighborhoods, parks schools or commercial districts;
- route designation based on lower motor vehicle traffic volume or paved shoulder availability;
- destination information;
- assurance to cyclists that there are particular advantages to using signed shared routes, indicating that the responsible agencies have taken action to ensure the roads' suitability as shared routes.

In addition to the rural roads, other on-road and off-road facilities of the Greenway Trail System, such as rails-to-trails, rails-with-trails, utility corridors and

some Conservation Greenway Corridors will create a more varied biking experience. For example, trail development has begun for portions of the abandoned C&O Rail Line within the Urban Service Area. This trail is part of the Lexington Big Sandy Trail, which will offer the opportunity to provide a scenic, off-road, shared use route between Lexington and Winchester.

Because the horse industry and general agriculture are vital to Central Kentucky, there are some additional rules, as well as bike etiquette, that are necessary when riding on rural roads. While it is the goal for cyclists to enjoy the wonderful views and beautiful countryside, there are some basic manners that need to be acknowledged and followed for the protection of both the farming community and the cyclists. See Appendix J.4 for a listing of these rules.



Rural Road Bike Route

Trailheads accessible to the Rural Road Bike Routes would be at the following locations:

- Raven Run Nature Sanctuary;
- Athens Elementary School on Athens-Walnut Hill Pike;
- Russell Cave Elementary School, near the intersection of Russell Cave Road and Iron Works Pike;
- Indian Ceremonial Mounds, on Mt. Horeb Pike and the
- Police Firing Range, off of Parkers Mill Road, south of the Blue Grass Airport.

These Trailheads are proposed to include parking, restrooms and information kiosks. Additional amenities could include communications, food and beverage vendors and rest areas.

Water-Based Trails

Several streams provide recreational opportunities for boaters. The Kentucky River runs year-round for all boats, including those that are motorized. The North Elkhorn and Boone Creeks are navigable on a seasonal basis for canoe, rowboat and kayak.



North Elkhorn Creek

Greenway Trail Corridor Descriptions and Maps **(Primary Trails)**

The Greenway Trail Corridor Maps show the Trail System, Conservation Greenways, streets, railroads, streams, and trailheads. It also includes cultural

points of interests, including libraries, community/senior centers, YMCAs, parks, schools and historic sites. The map shows employment destinations that include hospitals, shopping centers, industrial parks and Rural Activity Centers.

Primary Trail Maps

Trail P-1: Cane Run Greenway Trail
Trail P-2: Constitution Greenway Trail
Trail P-2a: Paris Pike Greenway Trail
Trail P-3: Phoenix Greenway Trail
Trail P-4: Briar Hill Greenway Trail
Trail P-5: Winchester Road Greenway Trail
Trail P-6: Big Sandy Greenway Trail
Trail P-7: Veterans Greenway Trail
Trail P-8: Lafayette Greenway Trail
Trail P-9: Manchester/McConnell Greenway Trail
Trail P-10: Town Branch Greenway Trail
Trail P-11: Masterson Greenway Trail
Trail P-12: North Elkhorn Greenway Trail
Trail P-13: Man o' War Greenway Trail
Trail P-13a: Lakeside Greenway Trail
Trail P-14: South Elkhorn Greenway Trail
Trail P-15: Cardinal-Waverly Greenway Trail
Trail P-16: Citation Greenway Trail
Trail P-17: Castlewood Greenway Trail
Trail P-18: Henry Clay Greenway Trail

Rural Road Bike Route Map

Water-Based Trail Maps

Trail W-1: The Boone Creek Waterway
Trail W-2: The Kentucky River Waterway
Trail W-3: North Elkhorn Creek

TRAIL P-1: CANE RUN GREENWAY TRAIL

Trail Corridor Description:

The Cane Run Greenway Trail is located within the Cane Run Conservation Greenway Corridor, which runs roughly parallel to Georgetown Road. The Trail begins Downtown at the intersection of the CSX Railroad Line and Cane Run Creek, then runs parallel to the stream corridor. Midway, the Trail can be accessed at a Trailhead in the newly designated Coldstream Park. The Trail then follows Cane Run Creek to a Trailhead at the Kentucky Horse Park, which is the Trail's outer destination point. The Trail passes through a variety of land uses, including residential, office/industrial parks, the developing University of Kentucky research facility and UK's Main Chance Farm.

Trail Objectives:

The Greenway Trail Corridor should provide open space links between the Downtown area, North Side neighborhoods, Coldstream Park and the Kentucky Horse Park. As part of a Conservation Greenway, the Corridor would provide for wildlife habitat and a water quality tool.

Trail Components:

Hard or natural surfaces for shared use trails are envisioned for the full length of the Trail, with a hard surface trail utilized between Downtown and the Coldstream Park area, and a mixture of hard and natural surfaces utilized to access the stream corridor out to the Kentucky Horse Park. There is no indication of the necessity of 'no trails' areas, and the stream depth would prohibit Water-Based Trails. The Coldstream Park Trailhead would include parking, restroom facilities and information kiosks. The Kentucky Horse Park Trailhead would include parking, restroom facilities, information kiosks, and would provide the opportunity for food, beverage and supply vendors.

Opportunities and Challenges in Design:

Road crossing at Newtown Pike
Road crossing at New Circle Road
Road crossing at Citation Greenway Trail (P-16)
Road crossing at I-75

TRAIL P-2: CONSTITUTION GREENWAY TRAIL

Trail Corridor Description:

This Greenway Trail would begin Downtown at Cox Street behind the Civic Center, and run east along the CSX Railroad Line, passing Applebee's Park (baseball stadium) and continuing northeast along the railroad right-of-way to the juncture with Old Paris Pike. From that point, the Trail is envisioned to follow the abandoned L&N rail bed (easily visible in aerial photographs), which runs through privately owned farms to the east, paralleling Bryan Station Road to the County line. The Trail could then continue to destinations in Bourbon County. The Primary Trail may be accessed from the Bryan Station Historic Fort Trailhead via the Briar Hill Greenway Trail (P-4) and Bryan Station Road. An alternative to following the alignment of the abandoned L&N rail line would be to develop a greenway trail along the Paris Pike right-of-way to the County line. This alignment (Paris Pike Greenway Trail, P-2a) is discussed in greater detail in the next section.

Along the way, the Trail meets with Coolivan Park and passes near Constitution Park. Outside of I-75, the Trail would cross several streams and intersect several of the proposed Rural Road Bike Routes in the northeast section of the County. The Trail also intersects with the Cane Run (P-1) and Briar Hill (P-4) Greenway Trails. It would encounter a wide variety of land uses, including industrial, residential, commercial and agricultural. An area of potential conflict occurs as the Trail along North Broadway encounters the CSX Line overpass and New Circle Road within the space of a few hundred yards. It should be noted that the location and development of the urban sections of the Trail are dependent upon future abandonment of that section of rail.

Trail Objectives:

This Greenway Trail will utilize existing rail line corridors to provide access for northeast area residents to Downtown, and will allow off-road access from Downtown along existing or previously existing rights-of-way to the Rural Service Area and beyond.

Trail Components:

The majority of the Corridor is intended as an off-road trail designed with a hard surface for shared use, with the integration of on-road bikeways and/or

sidewalks where necessary. In more environmentally sensitive rural areas, natural surface trails may be utilized. The opportunity for Water-Based Trails may exist in the creation of a Trailhead for small craft where the Trail meets the navigable section of the North Elkhorn Creek. The Bryan Station Historic Fort Trailhead would include parking and information kiosks.

Opportunities and Challenges in Design:

Acquisition of abandoned rail line right-of-way
Sharing of rail right-of-way on active line or acquisition of adjacent easement
Stream crossings
Road crossing at New Circle Road
Road crossing at I-75

TRAIL P-2A: PARIS PIKE GREENWAY TRAIL (ALTERNATIVE ROUTE)

Trail Corridor Description:

This Paris Pike Greenway Trail is proposed as an alternative route to the Constitution Greenway Trail (P-2). The Trail diverges from the Constitution Greenway where that Trail turns east along the CSX Rail Line, following instead, the Paris Pike right-of-way to the County line.

Trail Objectives:

The Paris Pike Corridor is known worldwide for its historic horse farms and farm properties. The Greenway Trail would provide unique opportunities for experiencing this scenic area. Tourists and residents alike could utilize the Trail as a recreational resource for biking from Downtown (via Constitution Trail) or the I-75 area, to the County line, and perhaps into Paris. It should be noted that the proposed highway improvements on Paris Pike present a safer transportation environment, while maintaining vernacular edges and viewsheds. The highway will have a wider right-of-way, allowing for the possible accommodation of the Trail.

Trail Components:

A hard surface, off-road trail may be utilized here in making use of the road right-of-way as a shared use facility. Special attention would be paid to mature trees and historic stone walls along the route.

Opportunities and Challenges in Design:

Integration of the Trail into the Paris Pike right-of-way, or possible acquisition of additional right-of-way
Stream crossings

TRAIL P-3: PHOENIX GREENWAY TRAIL

Trail Corridor Description:

The Phoenix Greenway Trail begins Downtown at the Vine Street Trailhead, which is proposed to be located near the Transit Center. The Phoenix Greenway Trail reflects the historic existence of the passenger rail line and creek that once ran through the Downtown area. The Trail travels east to Midland Avenue and picks up the CSX Rail Line right-of-way to Loudon Avenue, following that rail line to its end near New Circle Road. At that point, the Trail would follow the abandoned L&N Rail Line under I-75, and northeast until it intersects with the CSX Rail Line (the Briar Hill Greenway Trail, P-4). Downtown destinations include Phoenix Park, the Lexington Main Library, the new Courthouses, the LexTran Transit Center and Thoroughbred Park. The Trail bypasses the busy commercial activities of Winchester Road, traversing neighborhoods, where it offers the opportunity to access Kenawood Park via tertiary trails. The Trail then transitions to agricultural land outside of I-75.

Trail Objectives:

This Greenway Trail will engage users with the Downtown District, and will provide the primary connection from Downtown to the east areas of the Urban and Rural Services Areas.

Trail Components:

The Trail is intended as a shared use facility, composed of a combination of enhanced sidewalks, bike facilities and hard surface trails along the rail corridors. The Vine Street Trailhead would provide access to parking, restroom facilities, information kiosks, and proximity to sources for food, beverages, and other activities.

Opportunities and Challenges in Design:

Acquisition of abandoned rail line right-of-way
Sharing of rail right-of-way on active line
Road crossing at New Circle Road
Road crossing at I-75
Integration of Trail along busy urban streets
Development of Downtown Trailhead

TRAIL P-4: BRIAR HILL GREENWAY TRAIL

Trail Corridor Description:

Briar Hill Greenway Trail would function both as a Primary Trail and as an alternative to the Winchester Road Greenway Trail (P-5). Briar Hill Trail emanates from the Constitution Greenway Trail (P-2), forking off where the CSX Rail Line turns south from the abandoned L&N Rail Line. The Trail travels eastward along the rail right-of-way, engaging several creeks, including the North Elkhorn and Avon Branch. It then proceeds to a proposed Trailhead in the currently undeveloped Briar Hill Park. The Trail passes through the Avon (Bluegrass Station) Rural Activity Center, near the Avon Golf Course and residential area. It continues southeast to the Fayette County line, serving as a potential link to Clark County and beyond. The Primary Trail may also be accessed from the proposed Bryan Station Historic Fort Trailhead via Bryan Station Road or Briar Hill Road.

Trail Objectives:

This Trail would serve primarily as an off-road recreational route to destinations in the eastern portion of the County, and would provide potential linkage with Clark County.

Trail Components:

An off-road facility designed with a hard surface for shared use is proposed along the rail corridor. The Briar Hill Park Trailhead would include parking, restroom facilities and information kiosks. For the Bryan Station Historic Fort Trailhead, refer to the Trailhead description for the Phoenix Greenway Trail (P-3).

Opportunities and Challenges in Design:

Integration of the Trail along active rail line or future acquisition of abandoned rail line right-of-way
Stream Crossings
Road crossing at I-75

TRAIL P-5: WINCHESTER ROAD GREENWAY TRAIL

Trail Corridor Description:

The Winchester Road Greenway Trail is an alternative route to the Briar Hill Greenway Trail (P-4), described previously. The Trail begins at the Phoenix Greenway Trail (P-3) where it intersects with Hume Road just past I-75. It follows Hume Road southeast until it picks up on the Winchester Road right-of-way to the Clark County line, where it could be continued to provide a Trail for the full distance to Winchester. The Trail crosses the North Elkhorn Creek Conservation Greenway, as well as David Creek, which is a tributary of North Elkhorn Creek. The land use along this Trail is agriculture.

Trail Objectives:

Along with recreational use, this Greenway Trail will provide alternative transportation for existing and future residences near the corridor along Winchester Road. The Trail section running north-south from the Phoenix Greenway Trail could provide habitat, as well as recreational opportunities. The Trail has regional potential since it crosses the County line.

Trail Components:

An off-road facility designed with a hard surface for shared use is recommended. The Trail would be incorporated into the Winchester Road right-of-way, with similar treatment implemented at Hume Road with the acquisition of easements or additional right-of-way. Local country stores might serve as rest/refreshment/communication stops for users.

Opportunities and Challenges in Design:

Sharing right-of-way along Winchester Road corridor
Acquisition of additional easement or right-of-way at Hume Road
Stream crossings

TRAIL P-6: BIG SANDY GREENWAY TRAIL

Trail Corridor Description:

The Big Sandy Greenway Trail is a previously designated rail-to-trail corridor that begins where the Phoenix Greenway Trail (P-3) diverges on Midland Avenue to follow another CSX Rail Line. The Big Sandy roughly parallels Liberty Road, traversing southeast through a zone of commercial, industrial and residential land uses to the end of the existing line just before intersecting with Liberty Road. The Primary Trail may be accessed from the proposed Liberty Road Trailhead via a Secondary Trail. From the Liberty Road intersection, the Trail follows the abandoned C&O Rail Line due east, crossing Man o' War Boulevard and I-75, meeting a Trailhead at Pleasant Ridge Park and continuing through agricultural lands to the Fayette County line. It is an important link from Downtown to the outlying areas of the County in the east, and provides direct access through publicly owned lands to on-road bike facilities systems in the northeast and southeast, as well as northernmost reaches of the Boone Creek Conservation Greenway Corridor. The Big Sandy Greenway Trail could develop as a potential link to Winchester, Morehead and Ashland, Kentucky.

Trail Objectives:

Though planned primarily as a long distance Trail in the Rural Service Area, the Trail inside of I-75 will provide recreational and alternative transportation opportunities for older and newer neighborhoods alike. Neighborhood connectors provide access to shopping and large-scale recreation, such as Jacobson Park.

Trail Components:

The Trail will provide an ideal situation for the implementation of an off-road, shared use Trail that incorporates both hard and natural surfaces. The Liberty Road Trailhead would include parking and information kiosks, with possible proximity to rest/food/communications at local commercial establishments. The Pleasant Ridge Trailhead would provide parking, information kiosks, restrooms, and possible food/beverage vendors. For the Vine Street Trailhead description, refer to the trailhead description in Phoenix Greenway Trail (P-3).

Opportunities and Challenges in Design:

Acquisition of abandoned rail line right-of-way
Sharing of rail right-of-way on active line in
industrial areas
Stream crossings
Road crossing at New Circle Road
Road crossing at Man o' War
Road crossing at I-75

TRAIL P-7: VETERANS GREENWAY TRAIL

Trail Corridor Description:

Veterans Greenway Trail begins at the intersection of Vine Street and Rose Street/Elm Tree Lane and runs south, entering the University of Kentucky campus at Euclid Avenue. The Trail winds through the campus to emerge at Alumni Drive; then continues south, skirting the Arboretum and accessing a proposed Trailhead there. Three hospitals are located along the Trail. From the Arboretum, the Trail winds through Shady Lane Woods, then picks up on Bellefonte Drive, which is an existing bike route. The Trail runs through neighborhoods and skirts Kirklevington Park, Meadowbrook Golf Course and several branches of the West Hickman Creek Conservation Greenway Corridor. There is another proposed Trailhead access at Veterans Park, through which the Trail continues to the Fayette County line.

Trail Objectives:

The Trail will provide opportunities for expansive recreational and alternative transportation routes, and can allow locals and tourists to experience many aspects of the City and County's attractions within a relatively comprehensive area. The Veterans Greenway Trail will engage several major destination points throughout the south-central core of Fayette County, with potential linkages to Jessamine County. In particular, this Trail area provides one of the few viable trail corridor options between Nicholasville Road and Tates Creek Road, and between the University of Kentucky and Downtown. As the Trail engages busy roadway intersections, at-grade crossings will need to be designed with both safety and aesthetics in mind.

Trail Components:

All uses other than Water-Based Trails are considered for this Trail system. On-road, hard surface trails comprise a major portion of the facilities, while off-road hard and natural surfaces are proposed for the areas traversing West Hickman Creek Conservation Greenway. The Arboretum Trailhead would include parking, restrooms, information kiosks, potential food/beverage vendors (at special events) and access to the Arboretum itself. The Veterans Park Trailhead would include the same amenities, with access, in this case, to Veterans Park.

Opportunities and Challenges in Design:

Sharing of roadway right-of-way for bike lanes

Stream crossings

Road crossing at New Circle Road

Road crossing at Man o' War

Development of Trail through the University of
Kentucky Campus

TRAIL P-8: LAFAYETTE GREENWAY TRAIL

Trail Corridor Description:

The Lafayette Greenway Trail ties the inner west-side neighborhoods to the southern extents of the County. Beginning at the intersection with the Town Branch Greenway Trail (P-10), the Lafayette Trail follows Forbes Road, and passes near the proposed Trailhead at McConnell Springs Park. The Trail runs south along Red Mile Road, turning onto Unity Drive, traversing the eastern edge of Picadome Golf Course, and picking up on Shaker Drive. It then crosses Harrodsburg Road to follow Clay's Mill Road to the new Wellington Way Extension and proposed Wellington Park. The Trail may then follow the Wellington Road/Reynolds Road right-of-way or utilize potential easements through commercial and other non-residential properties. It then turns into Shillito Park, where a Trailhead is proposed. The Trail would then traverse the utility easement paralleling the Norfolk Southern Rail Line to meet the South Elkhorn Greenway Trail (P-14) at the proposed Waveland Trailhead and continue to the Fayette County line, potentially extending to Jessamine County. This Trail engages many neighborhood and connector roadways to provide neighborhood access to recreational facilities, shopping, schools and churches.

Trail Objectives:

The Lafayette Greenway Trail will provide opportunities for recreation and alternative transportation. With access to McConnell Springs and Shillito Park, Waveland, and the many schools and churches along Clay's Mill Road, the user will encounter riparian areas, open recreational areas, historic sites, neighborhoods, shopping and community services.

Trail Components:

With an emphasis on alternative transportation, the Trail will be serviced by on-road and off-road shared use facilities. The McConnell Springs Trailhead is proposed to include parking, information kiosks, restroom facilities, and will have access to the food/beverage/activity centers of Downtown Lexington. The Shillito Park Trailhead will include parking, information kiosks and restrooms, and will have the potential for food/beverage kiosks and access to the amenities of the Shillito Park complex. The Waveland Trailhead will include parking,

restrooms, information kiosks, and will have access to the amenities of the Waveland State Historic Site.

Opportunities and Challenges in Design:

Sharing of roadway right-of-way for bike facilities

Stream crossings

Road crossing at Forbes Road

Road crossing at Harrodsburg Road

Sharing of utility easement/active rail line easement

Road crossing at New Circle Road

Road crossing at Man o' War

TRAIL P-9: MANCHESTER/MCCONNELL GREENWAY TRAIL

Trail Corridor Description:

This Greenway Trail follows the Southern Rail Line right-of-way, which runs to Versailles and eventually Lawrenceburg. It begins near the intersection of the Norfolk Southern and CSX Rail Lines on Manchester Street, crosses the Lafayette Greenway Trail (P-9), then engages the McConnell Springs Park and proposed Trailhead. The Trail continues along the rail right-of-way to broach Preston Springs Park and intersects with the Cardinal-Waverly Greenway Trail (P-15) and Citation Greenway Trail (P-16). Beyond New Circle Road, the Manchester/McConnell Trail turns west through farmland, crossing a couple of Rural Road Bike Routes and Shannon Run Creek, then on to the Woodford County line. The Trail passes through neighborhoods, industrial areas, parks and farmland of Lexington's west side.

Trail Objectives:

This Greenway Trail will provide opportunities for recreational exploration of natural areas, parks, open spaces and extended trails within the context of a wide range of land uses. This Trail intersects with other trails that are within Conservation Greenways, allowing the user to engage in exploration of habitat and riparian corridors. Trails through this area also provide alternative transportation opportunities. The rail line extends into Anderson County; therefore, it has the potential for regional use.

Trail Components:

The opportunity exists to provide a completely off-road trail along the rail corridor. Areas near or along the Conservation Greenway Corridors may call for either hard or natural surfaces. No opportunities exist for Water-Based Trails, and the Trail is intended for shared use. Amenities at the McConnell Springs Trailhead are listed for the Lafayette Greenway Trail (P-8).

Opportunities and Challenges in Design:

Sharing of active rail right-of-way with Trail
Acquisition of abandoned rail right-of-way (future)
Stream crossings
Crossing at Forbes Road
Crossing under New Circle Road
Acquisition of land or easements through farming operations

TRAIL P-10: TOWN BRANCH GREENWAY TRAIL

Trail Corridor Description:

The Town Branch Greenway Trail makes use of city streets, the CSX Rail Line right-of-way and the Town Branch Conservation Greenway Corridor. Beginning Downtown at the proposed Vine Street Trailhead, the Trail utilizes on-road facilities to access the rail right-of-way. Following that right-of-way, the Trail would skirt the edge of the Town Branch Conservation Greenway, where users may also access the Trail via the proposed McConnell Springs Trailhead. The Trail passes under New Circle Road and traverses industrial and institutional land uses. It will intersect with the Citation Greenway Trail (P-16) then alternate between the rail right-of-way and the Town Branch Conservation Greenway Corridor, depending upon availability of land, rights-of-way and terrain conditions. The Trail may be accessed from the proposed Masterson Station Park Trailhead via internal Park trails and the Masterson Greenway Trail (P-11). Intersecting the Yarnallton Pike Rural Road Bike Route, the Trail would follow the rail right-of-way to the Woodford County line.

Trail Objectives:

The Town Branch Greenway Trail will access much of the Town Branch Conservation Greenway Corridor, providing opportunities for recreational/educational opportunities. This Trail could be promoted as a tourist attraction, taking advantage of the historical, habitat and water quality enhancement and flood prevention components of the Conservation Greenway, as well as the close proximity to Downtown. Access to Masterson Station Park from Downtown and the west side neighborhoods would be considered a major objective of the Trail. There is the possibility of regional linkage with Woodford, Scott and Franklin Counties.

Trail Components:

The Town Branch Conservation Greenway will serve as an exemplary stream restoration, providing educational opportunities for all users, while allowing for passive recreation along the length of the Corridor. The rail right-of-way could be utilized to provide a hard surface, off-road trail. Where the Trail traverses the stream, a natural surface might be recommended. Areas along the stream where there should be no disturbance, the rail right-of-way would

be utilized. On-road bike facilities, sidewalks and hard surface off-road trails should be utilized in the Downtown sections of the Trail. Descriptions for the Vine Street Trailhead and Masterson Station Park Trailhead may be found for the Phoenix Greenway Trail (P-3) and the Man o' War Greenway Trail (P-11), respectively.

Opportunities and Challenges in Design:

Sharing of active rail right-of-way with trail
Acquisition of abandoned rail right-of-way (future)
Stream crossings
Acquisition of land/easements in industrial and institutional areas
Road crossing under New Circle Road
Acquisition of land or easements through farming operations
Steep slope conditions in rural sections

TRAIL P-11: MASTERTSON GREENWAY TRAIL

Trail Corridor Description:

The Mastertson Greenway Trail is located within a tributary of the Town Branch Conservation Greenway. The Greenway Trail provides a primary connection between the Citation (P-16) and Town Branch (P-10) Greenway Trails, and for access to Mastertson Station Park. The Trail begins at the intersection of the Citation Greenway Trail, running west along the existing conservation greenway in Mastertson Hills, traversing the south end of the Park, and crossing Leestown Road to engage the Town Branch Greenway Trail.

Trail Objectives:

This Greenway Trail will provide the alternative transportation opportunities where it intersects with the Citation Greenway Trail and Town Branch Greenway Trail. Active and passive recreation will be available, both on the Trail, and at Mastertson Station Park. The Town Branch Conservation Greenway Corridor will function in the capacity of enhancing water quality, providing habitat and demonstrating flood control within a newer subdivision. Access to a community park is a major advantage. The Trail will utilize previously planned trail and greenway systems in that area.

Trail Components:

This Trail is planned as an off-road facility that might use natural or hard surfaces, using hard surfaces where possible. Users would include all activity types other than Water-Based Trails. The Mastertson Station Park Trailhead will include parking, information kiosks, restrooms, potential food/beverage vendors and communications facilities, as well as access to the amenities of Mastertson Station Park.

Opportunities and Challenges in Design:

Stream crossings
Road crossing at Leestown Road
Development of bike facilities along existing streets

TRAIL P-12: NORTH ELKHORN GREENWAY TRAIL

Trail Corridor Description:

The North Elkhorn Greenway Trail follows the upper reaches of the North Elkhorn Creek Conservation Greenway, east of the Urban Service Area. The Trail is predominately rural, except a portion that runs through the Expansion Area south of Winchester Road. The North Elkhorn begins at the intersection with the Briar Hill Greenway Trail (P-4), runs under Interstate 64, then intersects with the Winchester Road Greenway Trail (P5). Continuing along the Creek, the Trail ends at the Big Sandy Greenway Trail (P-6). The Trail may be accessed from the nearby, proposed Trailheads located at Briar Hill Park and Pleasant Ridge Park.

Trail Objectives:

This Greenway Trail will provide a major rural connector for the above Trails, and will provides users with the opportunity to experience an extended length of the North Elkhorn Creek Conservation Greenway. The Conservation Greenway provides habitat, flood control and enhanced water quality mechanisms, along with passive recreational/educational opportunities for the user.

Trail Components:

This portion of the North Elkhorn Creek does not provide Water-Based Trail opportunities. The off-road Trail should use either hard or natural surfaces, depending upon the terrain and conditions. Certain areas of the Conservation Greenway may necessitate that there be no trails, perhaps compensating by moving trails away from the Conservation Greenway in those sensitive areas. Descriptions of the Briar Hill Park Trailhead and Pleasant Ridge Trailhead may be found at Trail (P-4) and Trail (P-6) descriptions, respectively.

Opportunities and Challenges in Design

Stream crossings
Acquisition of land/easements throughout the Conservation Corridor
Road crossing Winchester Road
Road crossing I-64

TRAIL P-13: MAN O' WAR GREENWAY TRAIL

Trail Corridor Description:

The Man o' War Greenway Trail begins at the intersection with the Big Sandy Greenway Trail (P-6), then follows Man o' War Boulevard to terminate at the intersection with the Veterans Greenway Trail (P-7). Along the way, the Trail intersects with the Lakeside Greenway Trail (P-13a) and several designated Secondary Trails. It crosses Richmond Road, Alumni Drive and Tates Creek Road, along with branches of the East Hickman Creek Conservation Greenway. The Trail runs close to River Hill and Belleau Woods Parks, and engages open spaces, commercial areas and neighborhoods.

Trail Objectives:

The Man o' War Greenway Trail will provide linkage between several Greenway Trail Corridors, as well as opportunities for alternative transportation. It will link neighborhoods, nearby parks and shopping.

Trail Components:

The Man o' War Greenway Trail is proposed to utilize the right-of-way of Man o' War Boulevard, and will replace the existing sidewalk along the south side of the road with a 10 to 12-foot-wide asphalt trail, creating a hard surface, off-road, shared use facility. The nearest Trailheads are described for the P-6, P-7 and P-13a Trails, along with a Trailhead located at Hartland Park.

Opportunities and Challenges in Design

Stream crossings
Road crossing Tates Creek Road
Road crossing Richmond Road
Road crossings other major streets
Replacement of street sidewalk

TRAIL 13A: LAKESIDE GREENWAY TRAIL

Trail Corridor Description:

This Greenway Trail provides a major connection between the Man o' War Greenway Trail (P-13) and Jacobson Park. Beginning at the Man o' War Greenway Trail, this Trail runs along Blazer Parkway and Eagle Creek Drive to pick up an existing roadside walkway which currently serves the Richmond Road side of Jacobson Park. The Trail would provide access to an internal trail system at Jacobson Park, accessing a proposed Trailhead there. Neighborhoods, professional office, commercial, and open space are traversed via this Greenway Trail.

Trail Objectives:

This Greenway Trail will provide opportunities to access open space and the major destination of Jacobson Park. It will also allow for alternative transportation through a neighborhood area and an off-road facility along a major thoroughfare.

Trail Components:

Use of this Greenway Trail will be for all activities other than a Water-Based Trail. The Trail could utilize existing neighborhood sidewalks and create bike facilities for on-road facilities, utilizing and expanding the existing off-road hard surface trail along Richmond Road to meet up with the internal Park trail system. The Jacobson Park greenspace is an existing example of water quality enhancement and flood control, and could be further enhanced to provide greater habitat opportunities. The Jacobson Park Trailhead will include parking, information kiosks, access restrooms and other amenities of the Park.

Opportunities and Challenges in Design

Share roadway right-of-way for potential bike facilities and shared use trail

TRAIL 14: SOUTH ELKHORN GREENWAY TRAIL

Trail Corridor Description:

The South Elkhorn Greenway Trail begins at a proposed Trailhead in Veterans Park and follows a tributary of West Hickman Creek west to Nicholasville Road. The Greenway Trail passes through neighborhoods and open areas, crossing Nicholasville Road and intersecting with the Lafayette Greenway Trail and proposed Trailhead (P-8). It also accesses Man o' War Boulevard for a one-mile stretch, intersecting with the Cardinal-Waverly Trail (P-15) prior to rejoining the Creek. From there it follows portions of Clemons Run and South Elkhorn Creek, ending at a proposed Trailhead just beyond Harrodsburg Road. Destinations include Waveland State Historic Site, shopping and business areas.

Trail Objectives:

The South Elkhorn Creek is in a suburban area that provides opportunities for water quality enhancement and habitat, as well as passive recreational and educational prospects, with access to more active recreation areas nearby. The Greenway Trail will pass through many neighborhoods and will allow access to nearby shopping. The Trail will be accessible from three different trailheads.

Trail Components:

All except Water-Based Trail users are intended for this Trail. Both on-road and off-road facilities are proposed. On-road facilities include new bike facilities and existing sidewalks. Off-road facilities might incorporate either hard or natural surface trails, as called for by terrain, conditions and intended use. Refer to Veterans Greenway Trail (P-7) for the description of Veterans Park Trailhead and to the Lafayette Greenway Trail (P-8) for a description of the Waveland Trailhead. The Elkhorn Trailhead would include parking and information kiosks

Opportunities and Challenges in Design

Stream crossings

Sharing right-of-way at Man o' War for off-road hard surface trail

Road crossing Harrodsburg Road

Road crossing Nicholasville Road

TRAIL P-15: CARDINAL-WAVERLY GREENWAY TRAIL

Trail Corridor Description:

This Greenway Trail begins at the point where the South Elkhorn Trail (P-14) leaves Man o' War Boulevard to the west, running instead northwest along Man o' War to the Paul Laurence Dunbar High School. There, the Trail crosses Man o' War, follows an existing farm road through the Beaumont Development to a proposed trailhead at Cardinal Run Park. The Trail continues on Parkers Mill Road, goes under New Circle Road, then picking up a tributary of the Wolf Run Conservation Greenway. It passes Valley Park and Preston Springs Park, before ending at the intersection of the Manchester/McConnell Greenway Trail (P-9) and the Citation Greenway Trail (P-16). The Trail traverses many neighborhoods and open spaces, and provides access to the Palomar, Beaumont and Gardenside shopping areas and public facilities via Secondary Trails.

Trail Objectives:

This Greenway Trail will provide alternative transportation routes and recreational opportunities for local neighborhoods and longer distance users. It will utilize portions of the Wolf Run Conservation Greenway Corridor, existing roadways and trails, and will access several park and public facilities. The Wolf Run Greenway Corridor will provide water quality enhancement as well as flood control measures. The potential exists to provide an overpass at New Circle Road from an area near Cardinal Run Park to the older Beaumont subdivision located within the Circle. This would require State Highway right-of-way acquisition.

Trail Components:

All except Water-Based Trail users could access the Cardinal-Waverly Greenway Trail. The Trail will make extensive use of on-road and off-road hard surface trails, including the addition of off-road shared use facilities to existing right-of-way, and off-road hard surface trails through undeveloped neighborhood areas. Intersections at New Circle Road and Versailles Road will need to be designed for ease in crossing. Both hard and natural surfaces could be utilized through the Wolf Run Conservation Greenway section of the Trail. The Cardinal Run Park Trailhead will include parking, information kiosks, and access to restrooms and other amenities provided within Cardinal Run Park.

Opportunities and Challenges in Design

Stream crossings

Sharing right-of-way at Man o' War for off-road hard surface trail

Road crossing Harrodsburg Road

Road crossing Nicholasville Road

Limited right-of-way and roadway along Parkers Mill Road

Possible acquisition of State Highway right-of-way for overpass at New Circle Road

TRAIL P-16: CITATION GREENWAY TRAIL

Trail Corridor Description:

The Citation Greenway Trail extends outside of New Circle Road, providing a major connection between the Cane Run (P1) and Constitution (P-2) Greenway Trails. The Trail begins on Haggard Lane across from the Constitution Greenway Trail, and extends along the right-of-way for the existing and proposed Citation Boulevard through several neighborhoods. Crossing Newtown Pike, the Trail intersects with internal trails within Cane Run Park and the Cane Run Greenway Trail (P-1). Following the circular alignment of Citation Boulevard, the Trail intersects with the Town Branch Greenway Trail (P-10) at the Town Branch Conservation Greenway. From there, the Trail would progress southeast along the Wolf Run Conservation Greenway to the intersection of the Cardinal-Waverly (P-15) and Manchester/McConnell Greenway Trail (P-9) at Preston Springs Parks. The Trail would pass through open areas, neighborhoods, industrial areas, corporate parks and farmland. Destination points include the North Broadway shopping area, Martin Luther King Park, Coldstream Park, and Highlands Park -- all of which could be accessed either directly from the Trail or via Secondary Trails or connectors. The Citation Greenway Trail would traverse riparian areas, and future development along Citation Boulevard. The Trail will encounter the Norfolk Southern and CSX Rail Lines, as well as major traffic corridors, including Russell Cave Road, Newtown Pike, Georgetown Road and Leestown Road. It is recommended that these intersections be considered in the further development and design of Citation Boulevard to accommodate the Trail.

Trail Objectives:

The Citation Greenway Trail will provide alternative transportation opportunities for the north and west sides of the City, with needed connections provided between the Manchester-McConnell (P-9), Town Branch (P-10) and Cane Run (P-1) Greenway Trails. The Trail also offers recreational opportunities in nearby parks, as well as educational opportunities as it encounters the Wolf Run and Town Branch Conservation Greenways.

Trail Components:

The Trail is intended as a shared use, on-road and off-road facility. With a major emphasis on alternative transportation, the Trail should be a hard surface, except in the Wolf Run Greenway Corridor,

where the Trail might utilize a hard or natural surface. A description of the Coldstream Trailhead is available in the Cane Run Greenway Trail (P-1).

Opportunities and Challenges in Design

Stream crossings

Sharing right-of-way at Citation Boulevard

Sharing right-of-way in neighborhood areas

Road crossing at Russell Cave Road

Road crossing Newtown Pike

Road crossing Georgetown Road

Road crossing Leestown Road

P-17: CASTLEWOOD GREENWAY TRAIL

Trail Corridor Description:

The Castlewood Greenway Trail is a primary connector between the Constitution (P-2) and Phoenix (P-3) Greenway Trails, both of which follow rail lines. The Castlewood Trail also utilizes a CSX Rail Line right-of-way within the Urban Service Area, northeast of Downtown. The Trail traverses urban neighborhoods, the African Cemetery #2, Northend Park and limited commercial zones. Access to Coolivan Park, Castlewood Park and Community Center is via Secondary trails.

Trail Objective:

This Trail is proposed to provide alternative transportation and access to recreation for residents of this area and for connection between the Constitution and Phoenix Greenway Trails.

Trail Components:

The Trail is intended for shared use, incorporating a hard surface, off-road facility along the railroad right-of-way. As necessary, neighborhood streets may be used temporarily until the rail right-of-way is acquired.

Opportunities and Challenges in Design

Acquisition of abandoned rail right-of-way
Sharing of right-of-way with active rail line

TRAIL P-18: HENRY CLAY GREENWAY TRAIL

Trail Corridor Description:

The Henry Clay Greenway Trail originates Downtown, then follows a southeast direction to terminate with the Big Sandy Greenway Trail (P-6). This Trail begins at the Cox Street intersection, close to the Constitution (P-2) and Town Branch (P-10) Greenway Trails. Access is from either the proposed Town Branch Trailhead or the Vine Street Trailhead. It then travels south along the proposed alignment of Newtown Pike Extension, skirting Southend Park. Beyond South Broadway, the Trail picks up Euclid Avenue and intersects with the Veterans Greenway Trail (P-7). It continues along Euclid, Fontaine, Fincastle, and Fontaine again. The Trail then crosses Richmond Road to meet with the Big Sandy Greenway Trail (P-6) beyond Idle Hour Park. The Trail is proposed to traverse urban neighborhoods, suburban neighborhoods and open space areas, with access to Henry Clay High School, the Henry Clay Estate, parks, shopping and commercial areas, and Conservation Greenways.

Trail Objectives:

This Greenway Trail will be utilized as a local and tourist route, allowing visitors to experience the Town Branch Conservation Greenway, historic neighborhoods and University activities within a relatively short distance from Downtown. It offers alternative transportation opportunities for Downtown and Campus destinations, and would provide the needed connection through the inner southeast neighborhoods to the extensive trails of the eastern portion of the County. Access to parks, shops, schools and churches is provided along the way.

Trail Components:

The on-road trail will consist of a hard surface, adding bike facilities and improved intersections, and utilizing existing sidewalks. A final segment of off-road hard surface trail could provide the tie-in to the Big Sandy Greenway Trail (P-6). All users except Water-Based Trails apply here. Descriptions of the Town Branch and Vine Street Trailheads are available in the individual trail descriptions above.

Opportunities and Challenges in Design

Sharing right-of-way at new Newtown Pike Extension
Road crossing South Broadway
Sharing right-of-way in neighborhood areas
Road crossing Richmond Road
Connection from Idle Hour Park to Young Drive through developed property
Development of bike facilities on Avenue of Champions, Fontaine Road and St. Ann Drive

RURAL ROAD BIKE ROUTE

Route Description:

The Rural Road Bike Route identifies 44 rural roads that are suitable or could be suitable for biking with some modifications. Several of these roads are already promoted by the state as part of the KY Bicycle Tours, specifically the Bluegrass Tour.

Objectives:

The bike routes are intended to give the experienced cyclist an opportunity to tour the rural roads and experience the scenic countryside. Numerous roads within the rural area are suitable for bike touring. Many of the selected routes intersect with Primary Trails, or can be accessed from designated Trailheads.

Components:

These on-road facilities were selected based on their width, speed limit, traffic volume and level of service. Trailheads will provide, at a minimum, parking and an information kiosk.

Opportunities and Challenges in Design

Sharing right-of-way
Regional connections
Poor shoulder conditions
Poor visibility
Scenic viewsheds
Trailhead development

THE WATER-BASED TRAILS

TRAIL W-1: THE BOONE CREEK WATER-BASED TRAIL

Water-Based Trail Corridor Description:

The Boone Creek Water-Based Trail runs through the Boone Creek Conservation Greenway. A water access point needs to be established for access at the highest point of navigable water. The Water-Based Trail runs south, ending at the confluence of the Creek and the Kentucky River Trail (W-2). The area is mostly undeveloped, with a high relief that provides a “wilderness” experience for the user. The Clay's Ferry Water Access Point would function as a take-out point. Most of the Greenway terrain would limit inclusion of pedestrian trails; however, portage routes and points could be established. It should be pointed out that this Water-Based Trail exhibits only seasonal use and requires a high level of skill on the part of the user, as this stream contains many rapidly flowing and dangerous areas.

Trail Objectives:

This Trail will provide opportunities for seasonal non-motorized boating recreation. The Trail user will experience an area of the County that is unique and significant because of its beauty, natural and historic resources.

Trail Components:

Limited off-road natural surface trails are proposed, mostly to provide access to the landing zones along the Creek. Most areas will require an absence of land trails, the Water-Based Trail providing the only means of traverse through the Greenway. The inclusion of ADA accessible launch points should be explored, as is reasonable for the terrain. Refer to Trail (W-2) for a description of the Clay's Ferry Water Access Point.

TRAIL W-2: THE KENTUCKY RIVER WATER-BASED TRAIL

Water-Based Trail Corridor Description:

This stretch of the river is within the Kentucky River Conservation Greenway. One possible Water Access Point to the Kentucky River is at the confluence with Boone Creek, located northeast of the Clay's Ferry exit of I-75. A second Water Access Point could be located off the east leg of Dry Branch Road or the west leg of Jack's Creek Pike. A third Water Access Point could be located where the River meets the County line at Valley View. The River Water-Based Trail would skirt the Kentucky River Palisades, as well as the areas below Floracliff State Nature Preserve (a restricted access facility) and Raven Run Nature Sanctuary.

Trail Objectives:

This Water-Based Trail runs year-round for water-based activities, such as boating, fishing and swimming. It will provide the user with some of the most spectacular scenery in the County, as well as recreational and educational opportunities. The Kentucky River Greenway will demonstrate habitat environs unique within the County. The potential for carrying the parameters of Greenway maintenance, study and activity to surrounding counties along the length of the River could be pursued.

Trail Components:

The Valley View Ferry, Jack's Creek and Clay's Ferry Water Access Points would function as Trailheads, which would need to include parking, information kiosks, restrooms and possibly supply and/or fuel depots. ADA accessibility to launch points should be explored as is reasonable for the terrain. In addition, natural surface portage trails could be added where terrain and conditions allow, with no trails along most segments of the Greenway. Users of this Trail area would be limited to waterway users and viewers.

TRAIL W-3: NORTH ELKHORN CREEK

Water-Based Trail Corridor Description:

The Trail is within the North Elkhorn Creek Conservation Greenway. The exact extents of the North Elkhorn Creek Water-Based Trail are dependent on yearly weather trends, the season and the ability of the user. The Trail runs through agricultural areas, including open areas, ravines and valleys, with a few transportation route crossings within the County. The Water-Based Trail may be accessed from the Indian Ceremonial Mounds Trailhead, located at one of the North Elkhorn Tributaries. Additional access points need to be determined, based on availability of land and terrain.

Trail Objectives:

The Creek is currently a popular navigable stream for seasonal, non-motorized, small crafts (canoes, small rowboats, kayaking). The best navigable sections of the stream, however, are located in Scott County.

Trail Components:

Access points should be located near roadways and provide parking near the Creek. In addition, natural surface portage and/or hiking trails could be added where terrain and conditions allow, with no trails along most segments of the Greenway. Users of this Trail will be limited to Water-Based Trail users. ADA accessibility to launch points should be explored, as is reasonable for the terrain. The Indian Ceremonial Mounds Trailhead will include parking, restrooms, information kiosks, communications and the potential for food and beverage vendors.



Beaumont Trail

4.3 FACILITY DEVELOPMENT, MANAGEMENT AND USE

The remaining classification of greenways pertains to facility development and management. Facility development refers to the planning, design and construction of greenway facilities. Management refers to operations and maintenances. Facility development and management are dependent upon the greenway objective and the level and type of use allowed in the greenway. The classification terminology and philosophy that is applied in this Plan is shared in common by communities throughout the nation to clarify the different uses and purposes of greenways.

The level of facility development and management for a greenway corridor will vary significantly, and is defined according to different types of use. Each corridor will be assigned a particular type and level of use, based on detailed studies of that corridor and further Community involvement. In many cases, it may be appropriate for one corridor to contain more than one type of use, depending on its intended function and purpose. The designation of "type" should in no way be construed to establish priority or hierarchy.

For the management of greenway corridors, there are two primary maintenance goals. The first is to maintain the integrity of the riparian environment. Stream banks and channels must remain in optimal condition to prevent erosion and provide optimal habitat conditions while allowing for reduced drainage velocity to assist in flood prevention. Implementation of stream restorations may be integral to this goal. The second goal is the safety and security of human users. This will be accomplished through maintenance of trail surfaces, clearing of obtrusive vegetation, mowing of a trail clear zone, maintenance of pedestrian bridges and culverts, inspection and maintenance of lighting figures, periodic general inspections and trash removal. The level of maintenance and the associated costs are dependent upon the level of amenities and the extent of development.

Other issues of operations and management include methods of access, land uses and practices on adjacent land, the establishment and enforcement of trail user rules and regulations, management of emergency situations and overall risk and liability management. These management issues are

discussed in detail in Appendix J: Operations and Management, and are recommended to be organized and defined within a comprehensive management plan.

No Facility Development

This designation would apply to Corridors containing environmentally sensitive areas, such as steep slopes, wetlands or other constraints that make greenway facilities undesirable or impossible. The Corridor would remain primarily in a “natural” condition, as human access would be extremely limited. Other functions for these Corridors would include floodplain management, water quality protection and conservation of important habitat for wildlife and plants. Maintenance may or may not include stream restoration, but would surely include procedures to ensure bank stability and appropriate stream flow. Management issues would include acquisition, adjacent land uses and practices, as well as risk and liability management.

Limited Facility Development, Low Impact Uses

This designation would apply to Corridors containing environmentally sensitive features that limit the extent of greenway facility development. Examples of limited development trails are at Raven Run Nature Sanctuary and McConnell Springs Park. The Corridor would remain primarily in a natural state, with gravel or dirt trails (4 to 6 feet wide) for use by low impact user groups, such as hikers or joggers. Trailhead facilities and other amenities (such as signage and picnic tables) would be limited. Boardwalks would be desirable to cross through wetlands in these areas. Maintenance of trails, boardwalks and bridges, vegetation control at the trail edges, as well as stream and flow protection, would be necessary. Management issues would encompass all issues mentioned above.



Low Impact Trail

Shared Use Natural Surface Trail Development

This designation would apply to Greenway Corridors located outside of areas that experience frequent flooding. Aggregate surface trails are appropriate for corridors outside the floodplain where anticipated use or adjacent landscape dictates a more natural trail. These ten-foot-wide trails would be restricted to bicycle, pedestrian and wheelchair activity. Wheelchair users and persons with strollers can use natural surface trails if they are designed to ADA standards and are surfaced with compacted crushed stone or similar approved material. Horses prefer natural surface trails; so typically, with a shared use facility that accommodates horses, there will be adjacent but separate trails: one with a hard surface and the other natural. Trailhead facilities and other amenities (such as benches, signage and picnic tables) would be developed as needed and where appropriate. Maintenance would be organized to prevent erosion and maintain safety. While initial costs for natural surface materials are less expensive than hard surface materials, additional costs will accrue with the frequent need to replace the material throughout the years. Other management issues would encompass all issues mentioned above.



Shared Use Natural Surface

Ahnapee State Trail Ride 2001

Shared Use Hard Surface Trail Development

This designation would apply to off-road or on-road corridors where a high level of use is anticipated. Off-road locations may include trails located within frequently flooded areas. Coldstream and Masterson Station Greenways present two existing examples of this type of trail development in Lexington-Fayette County. The hard surface trails should be designed using AASHTO standards to accommodate several user groups, including walkers, bicyclists, runners, wheelchair users and rollerbladers. Although asphalt is the most common paved surface used for

greenway trails, concrete may be preferable for areas experiencing frequent flooding. Trailhead facilities and other amenities (such as lights, benches, and signage) would be developed as needed and where appropriate. Maintenance of these trails would be more intensive. Amenities would be more abundant and require more upkeep, and facility use and wear would occur at higher levels. Other management issues would encompass all issues mentioned above, with emphasis on establishment and enforcement of rules and regulations, as well as risk and liability issues.



Shared Use Hard Surface

Squires Road Trail

On-Road Facility Development

This designation would apply to Corridors in urban areas where an off-road option is not possible, or to Corridors that function as connections between off-road trails, major origin and destination points. On-road greenway trails would consist of sidewalks for pedestrian use and bikeways for cyclists. Sidewalks should be built or improved so that they are wide enough to accommodate two pedestrians walking side by side with ease. This is typically considered to be a minimum of five feet. The addition of landscaping, site furnishings and pedestrian-scale lighting (where appropriate) would also enhance the spatial quality of these trails and encourage use. Trail and amenity maintenance and other management components would probably share procedures with roadway maintenance measures and personnel.

Bikeways can vary from 4 to 6-foot-wide bicycle lanes (complete with pavement striping and signage) to 4-foot-wide paved roadway shoulders, to 14-foot-wide curb lanes (to be shared by cyclists and motorists), to signed bike routes.

Signed shared roadways are those that have been identified by signage as preferred bike routes. There

are several reasons for designating signed bike routes:

- The route provides continuity to other bicycle facilities, such as bike lanes and shared use paths.
- The road is a common route for bicyclists through a high demand corridor.
- The route extends along local neighborhood streets and collectors that lead to an internal neighborhood destination, such as a park, school or commercial district.
- An effort has been made to adjust traffic control devices (e.g., stop signs, signals) to give greater priority to bicyclists on the route, as opposed to alternative streets. This could include placement of bicycle-sensitive detectors where bicyclists are expected to stop.
- Street parking has been removed or restricted in areas of critical width to provide improved safety.
- A smooth surface has been provided (e.g., adjust utility covers to grade, install bicycle-safe drainage grates, fill potholes, etc.).
- Maintenance of the route will be sufficient to prevent accumulation of debris (e.g., regular street sweeping).
- Wider curb lanes are provided compared to parallel roads.
- Shoulder or curb lane widths generally meet or exceed width requirements in the Roadway Manual.

Bike route signs may also be used on streets with bike lanes, as well as on shared used paths. Regardless of the type of facility or roadway where they are used, it is recommended that bike route signs include destination information.



On Road Facility

Euclid Avenue Bike Lane

On-Road Facility Development (Rural Road Bike Routes)

Rural Road Bike Routes are another type of on-road facility that utilize existing rural roads to provide a different biking experience other than the urban bikeways or off-road shared use trails. These routes may be easily implemented at a minimal cost by the simple addition of signage and pavement markings to the Route. Minimal widening of roads for some Rural Road Bike Routes may be required, with lane widths varying according to locale and conditions. Signing will not only provide safer bicycling, but will also give drivers improved visual parameters for locating bicyclists. Attention to roadside landscaping is essential.

Water-Based Trail Development

This designation applies to those streams that can successfully accommodate canoeing, kayaking and boating. Water-based trails can be designed with features and facilities that make this activity more enjoyable for residents, including signage and safety systems. Most water-based trails within Lexington-Fayette County allow only seasonal use, with the exception of the Kentucky River. The maintenance issues that accompany stream bank integrity, free-flow of streams (including removal of dangerous

debris) and habitat efficacy would apply. Additional maintenance associated with development of land trails, parking and water access areas would be essential. Other management issues would encompass all issues mentioned above, with emphasis on establishment and enforcement of rules and regulations, as well as risk and liability issues.

Equestrian Trail Development

Lexington-Fayette County is considered the horse capital of the world. Many area residents either work in the industry or ride for pleasure. Equestrian facilities open to the public are located at Masterson Station Park and the Kentucky Horse Park. Others ride at private stables or on trails across private property. Where feasible and compatible, the proposed Greenway Trail System should accommodate equestrian use. Trails that are proposed to connect to existing equestrian facilities should be explored for horse trails. Rail trails are another potential location for horseback riding. Trailheads would need to be designed to accommodate horse vans, and should include tie-posts and a water source. Management issues would encompass all issues mentioned above, with emphasis on establishment and enforcement of rules and regulations.



Rural Road Bike Route

Delong Pike